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	Ancham Dv a M Several In 1999 the Sev with Aleksan Serial Zaklady 2125B) Charact	affection Airfie ager (fnu) Stan i Soviet commis ! and showed co viets were consisted the production of production of Lotnicze (PZL sometime in 19) ceristics of the exformance) Maximum special of the Airfie agerts of the exformance	ald. This was a proroi, akiewicz and an aircraft ssions had visited the maiderable interest in decring replacing their the prototype of the dd (4948N-1900E) from a the plane was scheduled.) (State Aircraft Plants). Tania" type trainer ed: 220 kilometers per ed: 220 kilometers per	t engineer na Glider Resear the aircraft r antiquated e plane was t April 1951 un d to begin at t) in Mielec, aircraft are	ane and was designed Hustin Sandausch Plant in Bielsk PO-2 type aircraft ested at the Bielstil June 1951. the Panstwowe Foland (5017N-as follows:	ied er. co
	A. cham by a M. Several the Sev with th Aleksan Serial Zaklady 2125E) Charact	And the Arrive ager (fru) Stan is Soviet commissions and showed convicts were consumer trainer adrowice Airfie production of a Lotnicze (PZL sometime in 19) seristics of the erformance (a) Maximum spector 3,000 metror 3,000 metror specific speci	eld. This was a proroi, kiewicz and an aircraf sions had visited the sinsiderable interest in idering replacing them. The prototype of the ld (4948N-1900E) from the plane was scheduled) (State Aircraft Plane 51. e "Tama" type trainer ed: 220 kilometers per ters.	t engineer na Glider Resear the aircraft r antiquated e plane was t April 1951 un d to begin at t) in Mielec, aircraft are	ane and was designed Hustin Sandausch Plant in Bielsk PO-2 type aircraft ested at the Bielst til June 1951. the Panstwowe Foland (5017N-as follows:	ied er. co]
	A. ch and by a My Several the Sov with the Aleksar Serial Zaklady 2125E) Charact (a) Pe	and showed control of Source Communications were consumed to some trainer of the control of the	eld. This was a proroi, kiewicz and an aircraf sciens had visited the considerable interest in idening replacing their. The prototype of the cld (4948N-1900E) from the plane was scheduled) (State Aircraft Flanger) (State Aircraft Flanger) ed: 220 kilometers per ters. ed: Normal powers 180 s. speed: 165 kilometers	t engineer na Clider Resear the aircraft r antiquated e plane was t April 1951 un d to begin at t) in Mielec, aircraft are r hour at sea kilometers pe	ane and was designed Hustin Sandausch Plant in Bielsk PO-2 type aircraft ested at the Bielst til June 1951. the Panstwowe Poland (5017N-as follows:	red er. co - -
	A. ch she by a My Several in 1963 the Several in 1963 the Several Zaklady 2125E) Charact (a) Period (2) (4) (5)	and first control of the larger (fina) Stand Sowret commiss and showed convicts were consumerations new trainer before the larger of Lotnicze (PZL sometime in 19) ceristics of the enformance Maximum specific displayers of the larger of 1,000 meters of Lotnical specific displayers of L	eld. This was a proroi, kiewicz and an aircraft sich shad visited the process of the process of the prototype of the plane was scheduled. (4948N-1900E) from the plane was scheduled.) (State Aircraft Plants). (State Aircraft Plants). e "J'ania" type trainer ed: 220 kilometers per ters. ecc. Normal powers 180 s. speed: 165 kilometers e of climb: 1.8 meters vice ceiling: 6,200 meters.	t engineer na Clider Resear the aircraft r antiquated e plane was t April 1951 un d to begin at t) in Mielec, aircraft are kilometers pe per hour at sea per second up ters with norm	ane and was designed Hustin Sandausch Plant in Bielsk PO-2 type aircraft ested at the Bielstil June 1951. the Panstwowe Poland (5017N-as follows: level and up, er hour at 3,000 meters. to 3,000 meters.	red er. co - -
	A. ch she by a My Several in 1951 the Several in 1952 the Several Zaklady 2125E) Charact (a) Pe (1) (2) (4) (5)	Jack (fru) Stan is Soviet commission of and showed convicts were consults new trainer adrowice Airfie production of Lotnicze (PZL sometime in 1990). Paristics of the exformance Maximum special Society (PCL) and at sea I so Jack (PCL) Maximum service (PCL) Maximum	eld. This was a pecroi, kiewicz and an aircraf sciens had visited the sciens had visited the ridering replacing them idening the prototype of the idenity in the plane was scheduled.) (State Aircraft Plants) (State Aircraft Plants). de Tama" type trainer ed: 220 kilometers per ters. ed: 220 kilometers per ters. ed: 165 kilometers per ters. e of climb: 1.8 meters vice ceiling: 6,200 met stance: Over an 18 meter level: 200 meters.	t engineer na Glider Resear the aircraft rantiquated e plane was t April 1951 und to begin at t) in Mielec, aircraft are kilometers per hour at sea per hour at per second upters with normer obstacle.	ane and was designed Hustin Sandausch Plant in Bielsk Plant in Bielsk Po-2 type aircraft ested at the Bielst til June 1951. The Panstwowe Foland (5017N- as follows: level and up, er hour at 3,000 meters. to 3,000 meters. at zero wind	ned er. co siko/
	A. chamby a Market Several Zaklady 2125E) Charact (1) (2) (3) (4) (5) (6)	And the Arrive ager (fnu) Stan is Soviet commiss. I and showed conviets were consults new trainer adrowice Airfie production of a Lotnicze (PZL sometime in 19). Peristics of the erformance. Maximum specific 3,000 meters in 2000 me	eld. This was a proroi, kiewicz and an aircraf sciens had visited the sciens had visited the sciensiderable interest in idering replacing them. The prototype of the ld (4948N-1900E) from the plane was scheduled) (State Aircraft Planes) (State Aircraft Planes). e "Tama" type trainer ed: 220 kilometers per ters. eed: Normal powers 180 s. speed: 165 kilometers e of climb: 1.8 meters vice ceiling: 6,200 meters stance: Over an 18 meter stance: Over an 18 meter level: 200 meters.	t engineer na Glider Resear the aircraft rantiquated e plane was t April 1951 und to begin at t) in Mielec, aircraft are raircraft are kilometers per hour at sea per hour at per second upters with normar obstacle ess. External	ane and was designed Hustin Sandauch Plant in Bielsk PO-2 type aircraft ested at the Bielst til June 1951. the Panstwowe Foland (5017N-as follows: level and up, er hour at 3,000 meters. to 3,000 meters. at zero wind none.	red er. co - -
	A. chamby a Market Several Zaklady 2125E) Charact (1) (2) (3) (4) (5) (6)	Jack (fru) Stan is Soviet commis is and showed convicts were consults new trainer odrowice Airfie production of Lotnicze (PZL sometime in 19 seristics of the exformance Maximum specific 3,000 meters in 20 Cruising specific Average rate (Maximum service) Take-off disand at sea I Fuel: Inter Combat range sea level ar	eld. This was a pecroi, kiewicz and an aircraf sciens had visited the sciens had visited the ridering replacing them ridering replacing them in the prototype of the eld (4948N-1900E) from the plane was scheduled) (State Aircraft Plants). (State Aircraft Plants). (State Aircraft Plants). e Tama" type trainer ed: 220 kilometers per ters. eed: Normal powers 180 s. speed: 165 kilometers e of climb: 1.8 meters vice ceiling: 6,200 meters vice ceiling: 6,200 meters at 18 meters (960 kilometers at 18 meters).	t engineer na Glider Resear the aircraft rantiquated e plane was t April 1951 und to begin at t) in Mielec, aircraft are kilometers per hour at sea kilometers per hour at per second up the sea with normal constants. External 80 kilometers altitude, with	ane and was designed Hustin Sandauch Plant in Bielsk PO-2 type aircraft ested at the Bielst til June 1951. the Panstwowe Foland (5017N- as follows: level and up, er hour at 3,000 meters. to 3,000 meters. at zero wind none. per hour at	ned er. co siko/
	A. chamby a Market Several Zaklady 2125E) Charact (1) (2) (3) (4) (5) (6)	Jack Company Airfred ager (fnu) Stand Sowret commiss is and showed convicts were consults new trainer adrowice Airfred production of Lotnicze (PZL sometime in 1910). Cruising specific and at seal of the Company Take-off distand at range Company C	edd. This was a proroi, kiewicz and an aircraft siderable interest in ridering replacing their to the prototype of the lid (1948N-1900E) from the plane was scheduled) (State Aircraft Flants). (State Aircraft Flants). de "Jania" type trainer ed: 220 kilometers per ters. ed: Normal power: 180 s. speed: 165 kilometers e of climb: 1.8 meters vice ceiling: 6,200 met stance: Over an 18 meters vice ceiling: 6,200 meters en 960 kilometers at 18 meters of the proronal 160 literes en 960 kilometers at 18 meters of the proronal 160 literes at 11 ters.	t engineer na Glider Resear the aircraft rantiquated e plane was t April 1951 und to begin at t) in Mielec, aircraft are aircraft are kilometers per hour at sea per hour at per second upters with normar obstacle ess. External 80 kilometers	ane and was designed Hustin Sandauch Plant in Bielsk PO-2 type aircraft ested at the Bielst til June 1951. the Panstwowe Foland (5017N- as follows: level and up, er hour at 3,000 meters. to 3,000 meters. at zero wind none. per hour at	ned er. co siko/

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(b)	Powe	Power Flant							
(c)	(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) Air	Description: five cylinder, it concled, radial— Take—off power: 165 horsepower at sea level, 1,600 Propelier: two bladed washing Pitch control: rixed, Armament: none, Maximum freight load: sho triograms (including a Combat protection: nore, Type of fuel: B-72 office, Puel tenks: not protected.	engine. 750 rpm. O rpm.						
	(1) (2) (3) (4) (5)	Construction: construct: completely of wood; reallerons and elevators are covered with fabric. Wing spans 12 meters. Length: 13.5 meters. Overall height: 2.35 meters. Additional information: designed as a primary and trainer; at may also be used as a braison plane. to replace the FO-2 and OSS is type trainers.	ed advance						
(d)	(d) Physical Characteristics								
	(1) (3) (4) (5) (6) (7) (8) (9) (10)	Wings: the wings were mention high on your columbine cocky is and were separated by two angular stafform the wing short coeff to the junction with the The wings were joined over the cockpit. A sketch research (1). Space approximately it means to be proximately one with the of wing length and then the inwardly to wing tips. Surfaces swept back approximately one wing tips square. Aspect ratio very Wing areas approximately 15.0 square meters. Chord lengths approximately 15.0 square meters. Wing thickness: approximately 1.30 meters. Wing thickness: approximately 25 centimeters. Flaps: none. Slots: fixed slots located approximately one—thilength at the wing tip. Ailerons: length: 2.5 meters. Width: 45 centime covered.	ruts which ran landing gear. is attached as root to apering rimately low.						
(e)		Unusual features: built-up portion to the rear of rear cockpit to provide steady airflow.							
(r)	Construction: wooden frame and , green revered. Plywood skin approximately four mullimeters thick. Constructed in one piece.								
(g)	Empe	Europenage ILLEGIB							
	(1)	Vertical surfaces: sungle fine and rudler. Fin of wood frame, pland fabric cover	onstructed is of weod on rudder.						
	(2)		shaped, and cood covered, frame, fabric						

 $\mathbb{Z}_+ \in \mathbb{N}_+ \mathbb{Z}_2$

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(h) Unusual females, the our lift has equipped for glider towing. glider-tow attachest was less at a directly beneath the vertical stabilizer at the rear end of the fuselage. To strengthen the fuselage for glider towing, two stool cables, approximately five millimeters thick were installed in the mait, running from the tail of the plane along the floor of the fesciage to a point located approximately under the front cockpit.

- (1) Landing geore more if fixed type landing year similar to that in the American Piper Cub. The main wheels used were old Piper Cub wheels taken from wer surplus Cobs. The plane used an uncontrollable tail wheel. The approximate diameter of wheel was 25 centimeters. Main wheel strut was approximately 1.6 meters bigh, constructed of steel tubing and fabric covered, and utilized robber shock absorbers located within the faselage.
- (j) Fuel tanks: one aluminum tank located just forward of the front cockpit. The capacity of the bank is 160 liters and is filled from the tup.
- (k) 011 tanks: one aluminum tank located just forward of the gas tank. The capacity of the oil tank is 16 kilograms. Pitot tube located on the left wing strut.
- Points list I recomider refer to source's memory sketch of the "Kania" trainer 3. cockpit (real pilot's cockpit). // tached as Enclosure (B).
 - Plastic tockpit windshield
 - (b) Magnetic compass
 - (c) Altimeter
 - (d) Tachometer indicator
 - Position and panel light swatches (e)
 - (£) Ignition switch
 - Pitot head heater switch (g)
 - (h) Frimar fuel pump
 - Throttle
 - (1) (1) Carburotor heater
 - (k) (1) Carburetor height correction sixture control
 - Gasoline fuel valve (downward motion off)
 - Control stick
 - Control stack mentralizing look (n)
 - (o) Flight andicator
 - Airspeed indicator
 - Fuel tank indicator (gascillas)
 - (r) Oil temperature indicator
 - Oil pressure indicator (8)
 - (t) Brake locks
 - (u) Rudder controls
 - Starter-booster electro-magnetic. (In order to start, turn the manually operated handle to provide eatra strong agnition sparks.)
- lia The front conspit had a control still, sudder controls, throttle, carburstor heating indicator, carbaretor height correction, compass, altimeter, air speed indicator, and techometer,

· end on

25X1

Enolosurss:

Skatch of Polish "KANTA" Type Trainer Aircraft Skatch of "KANTA" trainer cockpit layout sketch of "KANTA" trainer aircraft wing joints

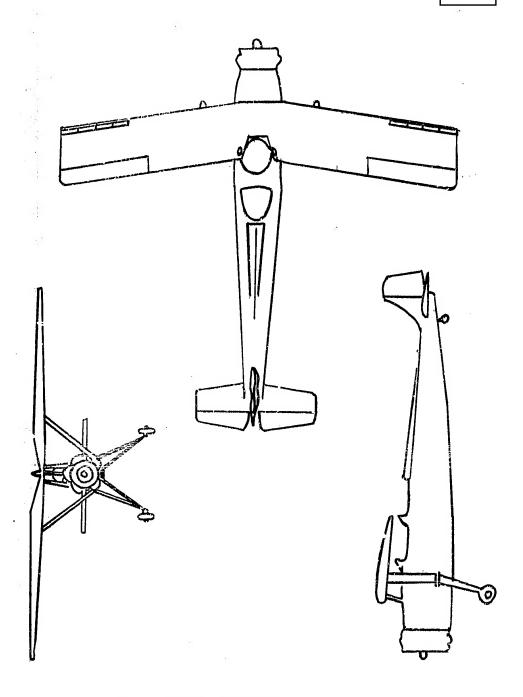
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ENCLOSURE (A)

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25X1

Sketch of Polish

"KANTA" Type Trainer Aircraft

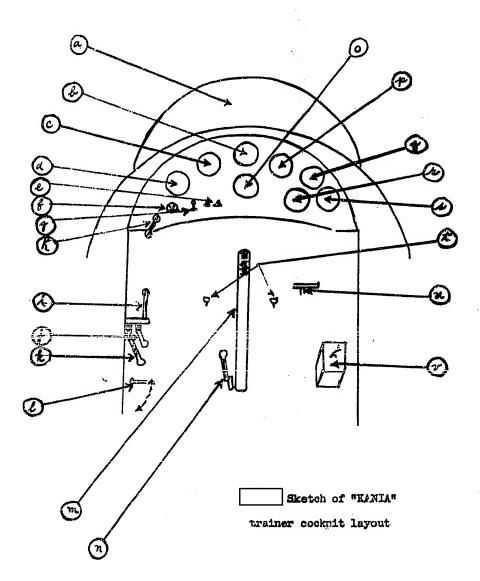
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ENCLOSURE (B)

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25X1

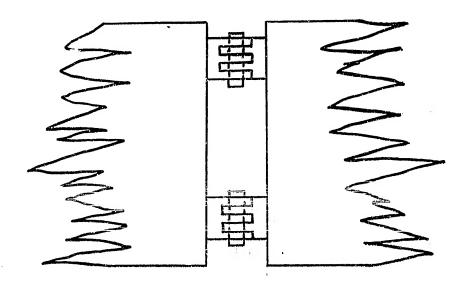
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ENCLOSURE (C)

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25X1 sketch of "KANIA" trainer aircraft wing joints

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